Thanks Steve. Maybe we can talk tomorrow so I can grasp an overview of the objectives we are trying to get after with the approach.

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From: "Rawlings, Steve -FS" <srawlings@fs.fed.us>
Date: Monday, September 3, 2018 at 6:30:48 PM
To: "Northrop, Lisa A -FS" <lnorthrop@fs.fed.us>, "Giller, John E -FS" <jegiller@fs.fed.us>
Subject: RE: 9.3.18 PNW Exec Fire Summary

Lisa, it is a significant amount of retardant. The retardant was put on a ridge between the outside control lines and the active fire perimeter. Point is that the retardant application yesterday had no direct effect on the fire spread is a fact. There could be the opportunity to construct control lines on the same ridge and burnout as a possibility, however that is not taking place at this point. Once the weather moderates, with the marine layer restablishing then there could be an opportunity to use that option.

We don't have the exact numbers but the approximate number of drops was 50. That is an extreme amount of exposure for the flight crews and $600K in retardant costs, with additional flight time costs, which I don't have an estimate for. I was concerned with retardant being misapplied into avoidance areas and checked. The ridge that the retardant was applied did not have any avoidance areas on it, so my best assessment is that there were not misapplications yesterday.